

## CIRCLING LIBERTY'S GODDESS

OUT OF MIST SWEEP FLIES AND WHISKED AWAY.

part of the Monoplanes Was in Sight Only About Eight Minutes Going and Coming. Their Routes The People Who Saw Them and Cheered and Waved.

On the balcony of the granite wall of the bronze girl 150 feet from the water surface of the bay, gently swaying at no time less than two inches the majestic flight of the aviators. Among these was a man an aid of the tournament judges of the turn.

At 10:30 last the Battery was less than a mile away, the day that the waves leaped high. Two days of disappointment had filled the ardor of the public who were not more than 10,000 feet along the downtown waterfronts ready to invest a quarter of Liberty and they were sure the fliers were coming. The news would surely start reached them about ten minutes past 3 and the boat that left for the harbor minutes later was crowded with the last who had been waiting for the monoplane of De Lesseps to come into view out of the haze that appeared to cover several feet or more above the level of Brooklyn. The easy grace and the lonesomeness of the flight impressed the multitude of mingled awe and wonder and also arose the thought better perhaps to sit on Liberty Island and be near the Boss, away up in the torched hand of the goddess. A pair of glasses assisted him in picking the out of the mist before the clouds lower layers realized that he was indeed in sight.

There was much trouble with the Cesswell, the Liberty Island whose passengers crowded to the deck upon which they might get the best of the monoplane. The result was that Cesswell took on a heavy list, sometimes to port and sometimes to starboard, kept the mate and the deckhands hustling until the trip ended at the end of the statue. They forced many passengers to rush to the high side of the boat to get her down on a level keel. There were some protests but the necessity of keeping the boat from capsizing made the high-spirited obdurate, and he had to be content with a bare guess of the soaring planes.

Grahame-White's speed seemed to be about 200 feet above the bay when she turned to port and made for the statue. The yellow gas inflated sphere was owing to the eastward from a line of iron fastened to the top balcony of the pedestal. This was the mark as the fliers were to turn, but the poor impression was that they were around the bronze girl herself and there was some disappointment and much suspense manifested when the Grahame-White monoplane was so identified by the expert with marine glasses that read the number for Mr. Layettes cut through the same high above the level of the statue perpendicular on a line below the captive balloon and the pedestal.

In the opinion of Lieut. Bassell that Grahame-White sailed beyond the statue giving the turn, but most of the men of the Signal Corps on the ground said she did not do that trick. The time of rounding, as taken by Mr. Layettes, was 3:30.

The plane was first visible at about 5:15 to the watchers on the balcony. She was not in sight coming and going more than eight minutes. She came directly to Brooklyn, steering clear of the East River except when she was nearing the statue.

Grahame-White headed for the Narrows after turning and vanished in the haze giving the impression that he was not back to the bay of Coney Island and Brooklyn. He had to pass over the tops of the folks in and on Liberty Island, the monoplane of De Lesseps was at first mistaken for a gull. Several gulls were hundreds of feet away. The real gulls were big and were flying the sky warmly, supplemented perhaps by the reflection that the tier was an American.

Photo by American Press Association N.Y.  
MISS DOROTHY BIGELOW.

As they had started that Moisant was pretty sure to win the race was reported by the spectators, but most of the men of the Signal Corps on the ground said she did not do that trick. The time of rounding, as taken by Mr. Layettes, was 3:30.

The plane was first visible at about 5:15 to the watchers on the balcony. She was not in sight coming and going more than eight minutes. She came directly to Brooklyn, steering clear of the East River except when she was nearing the statue.

Grahame-White headed for the Narrows after turning and vanished in the haze giving the impression that he was not back to the bay of Coney Island and Brooklyn. He had to pass over the tops of the folks in and on Liberty Island, the monoplane of De Lesseps was at first mistaken for a gull.

Everybody dismissed the rounding of Moisant on the trip of the last hour from Liberty. Nearly everybody who was in the statue or on the pedestal was sure that the American had turned and was returning to the balloon, but those who had been on the pedestal often.

The great gulls could be barely separated from the swimming of a gull through the cloudless air as De Lesseps made a straight course from the Englishman to the Englishman.

De Lesseps' gulls were flying. The Brooklyn Bridge saw his plane across the sky in a way that it had been a few hundred feet above. He would have made him appear diagonally over the structure of Brooklyn than the Manhattan bridge. The gulls of De Lesseps went up from shore and river bank, but the tier was too far aloft to measure it. He did not fly so high as Grahame-White by perhaps 600 or 700 feet, but he looked no larger than a condor of Andean altitude to the multitude.

De Lesseps came directly for the statue, which at nine miles on Liberty might have been eighteen where he was more than a thousand feet above the ground, so liberal he drew an aerial circle not far from all of the island but a part of the tier on the Jersey Shore. The fliers were quite satisfied with his present him a cheer which doubtless he heard from many who did not know the result of the flight that De Lesseps had won the prize for rounding the statue with such magnificent liberality.

Following the Frenchman had De Lesseps had a fine chance to see him again. It was then thought that the fliers on the island, all of whom had to see the air struggle, that De Lesseps would win, because of the size of his flight. They did not know he had got up for all the time he was seen to be watching Grahame-White making a pretty straight course and that when he vanished to the Narrows he got swiftly on his

gulls received word by megaphone he was the winner, the crowd that Moisant would sail from Paris in ten minutes. The man got his information by 12:30 Broadway, the head of the United Wireless, which received wireless messages from the coast, the announcement was made that more than 500 in the island to depart for the United States, with the assistance of Mr. Layettes' assistant with whom he started the glassless ones to the east by reporting that Moisant had remained in the direction he was pointed in the direction he had indicated faded to nothing and the assistant apologized that he had mistaken a gull for the plane.

De Lesseps were rewarded at 12:30 o'clock when Moisant was 100 feet above the pedestal of the Brooklyn Bridge the man's partner had a monoplane gull. The patriots were elated. Mr. Layettes announced that the Moisant team would make one more by perhaps a minute and a half the afternoon when Moisant would be the bay off the Battery Park in Battery Park had a

good look at his plane as it sailed directly over the westerly end of Manhattan. The navigator apparently got into a little trouble with the wind which shifted to the southwest and bore him broadside to the northeast. It looked for a minute perhaps less—as if he would hardly have time to get the yellow balloon which under the impetus of the northeast breeze had drifted down 200 feet or more from its former elevation and thus made the mark nearer to Moisant than it had been to the other navigators.

To the lookers on the top balcony of the pedestal was a good view very much as if Moisant was going to turn on the easterly side of the balloon. The spectators declared when he made a swift circle and swept off to the eastward that he had not rounded the balloon. It was their point of view and their unfamiliarity with the art of sailing gave them this impression. Mr. Layettes, who is a mechanical engineer and an expert in gauging distances and perspectives, declared that Moisant had rounded all right.

William Hodges, the sentinel on duty on the plane that was east of the balloon gave particular attention to a Signal Corps man might, and he said that the aviator had made the turn handily. Commodore H. J. Smith of the yacht Owlie and his photographs and snapshot who were to the south of the balloon said that Moisant had circled, probably with his brother, Anthony Drexel, and two or three fellow fliers in his hangar. He serves his refreshments from a basket in

## VISITORS ON AVENUE HANGAR

## SOCIETY FLOCKED TO GREEN ROW TO SEE SIGHTS.

They Took in the Airmen, Their Machines and Sheds and Then Became Interested in Aviator Clothing The Drexel Brothers' Daily Hangar Luncheon.

Society flocked about aviators' row yesterday and there was shown a decided preference for that side of the field. The management was more liberal in issuing special passes that permit visitors behind the scenes in aviators' row and several hundred saw the airmen and their machines at close range. Much interest is centred in this row of little green houses and what goes on inside.

The feminine visitors are as much interested in the kind of clothes these flying men wear as they are in the type of machine they drive. One of the most popular and obliging aviators is J. Armstrong Drexel. He is one of the airmen who do not take luncheon at the Turf and Field Club, but instead entertains his brother, Anthony Drexel, and two or three fellow fliers in his hangar. He serves his refreshments from a basket in

## A DISTINCTION

There are degrees of success and degrees of failure.

And there is a middle state for which we can find no apt definition.

We refer to a building which yields five per cent where it should yield seven!

Any degree of Economy, Quality and Speed will ensure at least some income on your investment.

But a maximum of each will ensure a maximum of income—and that's what we offer you.

**THOMPSON-STARR-RETT COMPANY**  
Building Construction  
Fifty One Wall Street

beside him, "they have a mirror out there."

"Mirror nothing," she broke in; "it isn't a mirror, it's blue."

And still the sky was cloudy.

A good old time pleasureably got a laugh from the folks who were gathered around Charlie Hamilton and his biplane just before he went up yesterday. They had the engine thundering and the aviator shouting across the field to see that the rear was not a few hundred feet away. Badley's Bébé sprawled on the ground dead in the line.

"Hi there!" yelled somebody.

That is the number assigned by the aviation committee to Badley and it is painted on the wings.

That band has a pretty tough time sticking to business. The leader doesn't always pack at time between flights to make his men work. Neither can they afford to slack the call of the latrine when the planes are in the air. So you see a lot of puffed-cheeked musicians rolling their eyes toward the field as they zoom upwards with all their might and only a subconscious interest in the director. Every time they find a rest in the manuscript the drummer changes a note at the piano.

"It's said that the snare drummer has not yet seen a single flight," he said.

Carrie Grahame White had just started in the air again for the grand speed contest after a few minutes rest following her Liberty flight.

"I saw a freight car on a siding down the road this afternoon," said a man who had been standing near the aviator. "One was painted Grahame-White. I am from London. I guess that doesn't refer to his capacity."

All the tough kick doesn't go to Le Blane. A woman who had sufficient courage of her fashion convictions to wear a white suit yesterday was sitting at one of the clubhouse tables with three other people. In a spirit of quaintness she grasped a bottle before her husband and set it out of reach. He snatched for a few seconds water which brought down three glasses of beer, and in the passing back of chairs the original bottle was overturned. The contents of bottles, canafe and glasses landed in the woman's lap. Joseph's coat had nothing on that suit.

Four guards stood at the foot of the stairs in the Pennsylvania station at Thirty-fourth street as the crowd was going to Belmont Park yesterday. The roar of announcing seemed to pull upon them and they saved considerable breath by the following device:

"Room!" shouted one.

"Up for dinner added the third."

"Two cars," finished the last.

And then they repeated the cycle.

"Yes, these Frenchmen and Germans and Americans are pretty good at the flying game," commented a man who seemed to have a lot of theories on his mind, "but I'll tell you when we shall see real progress in this science, and that's when the Japs get busy with it. They've got the size, patience, skill and nerve to make the best fliers in the world."

## CHINATOWN SEES MAN BIRDS.

## The Quarter Expresses Its Astonishment In Quier Shrieks.

Until night darkened the heavens the Chinese peered at the skies and told and retold the impressions of the wondrous sight of the two birds now flying high. Chinatown was bewildered when Grahame-White's biplane was seen to the north. All the birds disappeared.

Everybody dismissed the rounding of Moisant on the trip of the last hour from Liberty. Nearly everybody who was in the statue or on the pedestal was sure that the American had turned and was returning to the balloon, but those who had been on the pedestal often.

The great gulls could be barely separated from the swimming of a gull through the cloudless air as De Lesseps made a straight course from the Englishman to the Englishman.

De Lesseps' gulls were flying. The Brooklyn Bridge saw his plane across the sky in a way that it had been a few hundred feet above. He would have made him appear diagonally over the structure of Brooklyn than the Manhattan bridge. The gulls of De Lesseps went up from shore and river bank, but the tier was too far aloft to measure it. He did not fly so high as Grahame-White by perhaps 600 or 700 feet, but he looked no larger than a condor of Andean altitude to the multitude.

De Lesseps came directly for the statue, which at nine miles on Liberty might have been eighteen where he was more than a thousand feet above the ground, so liberal he drew an aerial circle not far from all of the island but a part of the tier on the Jersey Shore. The fliers were quite satisfied with his present him a cheer which doubtless he heard from many who did not know the result of the flight that De Lesseps had won the prize for rounding the statue with such magnificent liberality.

Following the Frenchman had De Lesseps had a fine chance to see him again. It was then thought that the fliers on the island, all of whom had to see the air struggle, that De Lesseps would win, because of the size of his flight. They did not know he had got up for all the time he was seen to be watching Grahame-White making a pretty straight course and that when he vanished to the Narrows he got swiftly on his

gulls received word by megaphone he was the winner, the crowd that Moisant would sail from Paris in ten minutes. The man got his information by 12:30 Broadway, the head of the United Wireless, which received wireless messages from the coast, the announcement was made that more than 500 in the island to depart for the United States, with the assistance of Mr. Layettes' assistant with whom he started the glassless ones to the east by reporting that Moisant had remained in the direction he was pointed in the direction he had indicated faded to nothing and the assistant apologized that he had mistaken a gull for the plane.

De Lesseps were rewarded at 12:30 o'clock when Moisant was 100 feet above the pedestal of the Brooklyn Bridge the man's partner had a monoplane gull.

The patriots were elated. Mr. Layettes announced that the Moisant team would make one more by perhaps a minute and a half the afternoon when Moisant would be the bay off the Battery Park in Battery Park had a

## A BUSY WEEK FOR WILSON

## BIG MEETING IN NEWARK IS PLANNED FOR WINDUP.

Betting There Is Now 10 to 1 on His Victory and Even Money on 25,000 Majority Bosses Are Ready to Stand by Him, and Talk of 1912 Grows Louder.

PRINCETON, Oct. 30.—The remaining week of Woodrow Wilson's campaign will be spent as follows: Monday, Bayonne and Jersey City; Tuesday, Passaic; Wednesday, Montclair and the Oranges; Thursday, Morristown and Dover; Friday, Perth Amboy, Saturday, Newark.

The meetings which promise to be most important as well as most interesting are those in Essex and Morris counties. Of course the windup meeting in Newark will be a sociodrama. The Morris and Essex meetings should show whether Mr. Wilson will get the communist vote. If in those two counties he gets audiences of the same size and with the same enthusiasm as those he had last week in Bergen county it will mean that the Jersey communist looks his way.

The election of Mr. Wilson is expected now by all Democrats and many Republicans in New Jersey. Betting on the election in the city of Newark is 10 to 7 in his favor. There have been many bets at even money that his majority would be 25,000 or more.

There is very little Lewis money in sight. This is because the reaction against Mr. Wilson which some hoped for and a good many more feared hasn't set in, and if it is going to set in it will mean to hustle. A Republican in close touch with Mr. Lewis was asked if this reaction was going to come about.

"I don't see how it can," he said dejectedly.

Probably his letter of reply to George Record helped to sustain Mr. Wilson in his campaign as much as any other thing. It was an awkward letter that Mr. Record wrote. It called mainly for yes and no answers. Mr. Wilson answered yes and no in almost every instance. He put himself down more strongly against the bosses than Mr. Record. He announced that if elected Governor he would consider himself leader of his party in New Jersey. There was nothing expressed in what he said or in the way he said it. Mr. Record is credibly reported to have said when he read Mr. Wilson's reply: "That means the election of Mr. Wilson." And very probably it doesn't refer to his capacity.

Vivian M. Lewis, Mr. Wilson's Republican opponent, has had to rely on personal promises in advocating any reforms, agree his platform says nothing about them. Mr. Lewis has been working on a physique training schedule. He spoke for instance one night in tapa May and was seen in Paterson at 10 o'clock the next morning. He was in the same place when he was in his home city at 9. He has made five and six speeches a day for several weeks. Mr. Wilson has made five and six speeches a day, but not for days in succession. The reason was that Mr. Lewis speedily became fatigued.

Mr. Lewis has kept well and has become more forceful with every day. In not a single speech has he clearly shown fatigue, though sometimes it might be expected he would. His voice has kept in good shape. While Mr. Lewis speaks with a voice waxing clearer as he speaks, rich, expressive, filled with warmth and color a voice that has a great deal to do with the impression of resolute and energetic individuality.

All is open to the eye without a written word of preparation and hardly two have been alike. Necessary the same fundamental ideas have been present in most of them, but dressing and embellishing these ideas Mr. Wilson would be exceeding the bounds of propriety.

The man who has been in the hall shooting up at Adler clattered downstairs when they saw Hannan's uniform. The cop grabbed Adler as the one man in sight who was doing the shooting, and finally the revolver got around.

When the police turned over Funk's body they found a revolver under it. Hannan says that in spite of the racket in the hall some of the seventy-five couples in the dance hall were still swinging to the imperturbable notes of the orchestra.

Barnon told Coroner Feinberg yesterday that he had had trouble before with strong arm men. Last Labor Day when he had a special policeman named Patrick Lennon at work for him a crew had broken into his house and he had got away with \$30, and that last week Thursday when he was walking to his home at 229 West 115th street he was assaulted and robbed of \$20 and a watch. Lennon was sickened by the attack.

Three witnesses who are in the House of Detention say that Adler did not fire until the gang began shooting at him.

## POLICEMAN RUN DOWN BY AN AUTO.

An automobile owned and operated by Frank S. Andrews, a broker living at Manhattan Villa, Sheephead Bay, ran down Policeman Maloney at Ocean avenue and Avenue U, Brooklyn, last night.

Andrews took the injured man to the Navy Department hospital. The driver of the automobile was not known.

The standing of the battleships of the Atlantic fleet was as follows: Delaware, Minnesota, Vermont, Idaho, Nebraska, North Dakota, New Hampshire, South Carolina, Rhode Island, Louisiana, Virginia, Mississippi, Connecticut, Kansas, Georgia and Michigan.

## BEGINNING THIS MORNING.

## An Important Sale of

All-silk knitted

## \$1.00 Neckwear for Men at 55c